Bundesministerium
für Verkehr,
Innovation und Technologie

Austria

Annual report 2007
by the National Safety Authority
for the 2006 reference year

in accordance with Art. 18 of Directive 2004/49/EC of 29 April 2004 (OJ L 164 of 30 April 2004) (Railway Safety Directive), transposed under section 13a of the Austrian Railway Act 1957 (Austrian Railway Act), Federal Law Gazette no. 60/1957, as amended in Federal Law Gazette I no. 125/2006

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A.1. Scope of report

The following annual report within the meaning of Directive 2004/49/EC of 29 April 2004 (OJ L 164 of 30 April 2004) (Railway Safety Directive) covers the work of the National Safety Authority in connection with the operation of mainline and networked secondary line railways, the operation of rail vehicles on such railways and traffic on such railways for the 2006 reference year in Austria.

A.2. Summary

In Austria, general duties for railway undertakings and infrastructure managers are laid down in the Austrian Railway Act 1957 (Austrian Railway Act), published in Federal Law Gazette no. 60, most recently amended in Federal Law Gazette I no. 125/2006. The detailed regulations issued by railway undertakings governing the training and conduct of staff involved in safety-related tasks are subject to authorization by the Railway Authority.

On 01.01.2006, the National Investigation Body (UUS) started work as an independent body within the meaning of Article 21 of the Railway Safety Directive, investigating accidents/incidents in accordance with the regulations laid down in the Austrian Accident Investigation Act published in Federal Law Gazette I No. 123/2005.

Safety indicators on accidents, incidents and near-misses, on the technical safety of infrastructure and on its implementation are collected by the UUS.

Safety performance at Member State level is verified at various levels (e.g. subsystem approval procedures, maintenance rules and accident and incident investigation). Railway undertakings and infrastructure managers must honour obligations relating to periodic checks, reviews and inspections as well as internal controls. Safety performance is also checked individually when certain incidents occur.

The general responsibility of the railway undertakings and infrastructure managers notwithstanding, the Federal Ministry of Transport, Innovation and Technology (as the NSA) authorizes subsystems for commissioning and supervising the operations of railway undertakings and infrastructure managers, supervising compliance of technical equipment,

authorizing the commissioning of new or substantially altered rolling stock and monitoring, promoting and developing the safety regulatory framework.

The amended Austrian Railway Act entered the statute book on 27 July 2006, transposing the Railway Safety Directive and assigning the functions of the National Safety Authority to the Federal Ministry of Transport, Innovation and Technology.

Existing, new or updated national safety rules are published on the website of the Federal Ministry of Transport, Innovation and Technology, which acts as the NSA (**http://www.bmvit.gv.at/en/verkehr/railway/index.html**).

This annual report on the activities of the Austrian National Safety Authority in the year 2006 is the first such report under the Directive on safety on the Community's railways (2004/49/EC, Railway Safety Directive).

The report contains global information on the railway system in Austria (Parts A, B and C and related annexes).

Safety recommendations as a result of the investigation of accidents, incidents and near-misses during the year under review are listed in Part D. As far as the aggregation of Common Safety Indicators (CSI) in Annex C is concerned, it should be noted that the CSI analysis was difficult, e.g. because the railway undertakings do not record all indicators in accordance with the Railway Safety Directive. As this report for 2006 is the first such annual report, no trend analysis was possible.

Part E reports important changes in legislation and regulations governing railway safety in the year 2006.

Developments in safety certification and safety authorization are reported in Part F. Annex E only refers to safety certification under Directive 2001/14/EC, as no safety certification or safety authorization applications were made in 2006.

A description of the results of and experience from supervision of infrastructure managers and railway undertakings is given in Part G.

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B. Introduction

1. Introduction to report

The National Safety Authority within the meaning of the Railway Safety Directive was set up in order to support the creation of a uniform railway system in the Community and was entrusted with the task of guaranteeing uniform safety regulations for specialized cross-border infrastructures.

In order to make it easier to evaluate the achievement of common safety targets (CST) and track general developments in rail safety, the Member States collate information on common safety indicators (CSI) in the annual reports by the safety authorities.

The legal basis for the annual report is Art. 18 of Directive 2004/49/EC of 29 April 2004 (OJ L 164 of 30 April 2004) (Railway Safety Directive), transposed under section 13a of the Austrian Railway Act 1957, Federal Law Gazette no. 60/1957, as amended in Federal Law Gazette I no. 125/2006:

"Annual report

Section 13a. *(1) The Federal Minister of Transport, Innovation and Technology shall draft an annual report on its activities in the previous year in connection with the operation of mainline and networked secondary line railways, the operation of rail vehicles on such railways and traffic on such railways. The annual report shall be published on the website of the Federal Ministry of Transport, Innovation and Technology and notified to the European Railway Agency by no later than 30 September of the calendar year following the year under review.*

(2) The annual report shall contain information on:

1. *an aggregation of common safety indicators in accordance with Annex I to Directive 2004/49/EC;*
2. *important changes to federal laws and orders issued on the basis of federal laws regulating the construction or operation of the railways referred to in paragraph 1, the operation of rail vehicles on such railways and traffic on railways;*
3. *the development of safety certification and safety authorization;*
4. *results of and experience relating to the supervision of infrastructure managers and railway undertakings.*

The annual report within the meaning of the directive is based on the evaluation of data in accordance with section 13a (3) by the National Investigation Agency:

Section 13a *(3) The National Investigation Agency (section 3 of the Austrian Accident Investigation Act, Federal Law Gazette I no. 123/2005) shall provide the Federal Minister of Transport, Innovation and Technology with the data needed in order to compile the common safety indicators for the year under review in electronic format by no later than 30 June of the calendar year following the year under review."*

and on evaluations of safety reports in accordance with section 39d of the Austrian Railway Act:

"Safety report

Section 39d. *Each year railway undertakings established in Austria and infrastructure managers established in Austria shall submit a safety report to the authorities before 30 June concerning the preceding calendar year. This report shall contain the following:*

1. *information on how corporate safety targets were met;*
2. *the Austrian and common safety indicators, as far as is relevant to the individual railway undertaking;*
3. *the results of internal safety auditing;*
4. *information on deficiencies and malfunctions that affected the safety of the operation of the railway, the operation of rail vehicles on the railway or traffic on the railway."*

The first such report is for the 2006 reference year. It was difficult to collect some of the data in accordance with the common safety indicators. On numerous occasions, for example, indicators in relation to the consequences of accidents (costs, time lost) are still not recorded in accordance with the directive or there is no clear division between data on main lines and secondary lines and data on non-networked lines (e.g. narrow gauge).
Details are shown in the individual tables in Annex C.1.

2. Information on structure of railway network

- map of railway network (Annex A.1)

- list of railway undertakings (RU) and infrastructure managers (IM) (Annex A.2)

3. Aggregation – General trend analysis (e.g. trends in the development of railway safety, certification etc.)

As this report on 2006 is the first such report under Art. 18 of Directive 2004/49/EC, no trend analysis in relation to the development of rail safety can be extrapolated.

4. Railway Safety Directive – Transposition, national basis for transposition, compliance with voluntary elements, national legislation applicable

All three of the following directives were fully transposed into national law under the Austrian Railway Amending Act, Federal Law Gazette I no. 125/2006:

a) Directive 2004/49/EC on safety on the Community's railways and amending Council Directive 95/18/EC on the licensing of railway undertakings and Directive 2001/14/EC on the allocation of railway infrastructure capacity and the levying of charges for the use of railway infrastructure and safety certification (Railway Safety Directive).

b) Directive 2004/50/EC amending Council Directive 96/48/EC on the interoperability of the trans-European high-speed rail system and Directive 2001/16/EC of the European Parliament and of the Council on the interoperability of the trans-European conventional rail system.

c) Directive 2004/51/EC amending Council Directive 91/440/EEC on the development of the Community's railways.

Details are given in Annex D.

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C. Organization

1. Introduction

National Safety Authority in respect of safety certification and safety authorization:
(for mainline railway infrastructure undertakings and rail traffic undertakings entitled to run trains on mainline and networked secondary line railways):

Federal Ministry of Transport, Innovation and Technology (BMVIT)
Section IV / Rail Group
Radetzkystrasse 2,
A-1030 Vienna
Tel.: +43-1-71162-652000
Fax: +43-1-71162-652099
Website: **www.bmvit.gv.at**

Precise rules governing jurisdiction are contained in section 12 (3) of the Austrian Railway Act 1957.

Other safety authorities:
(for railway infrastructure undertakings which only operate networked secondary lines, the authority in each of the nine Federal Länder is the governor of the Land in question):

Governor of Burgenland,
Landhaus,
A-7000 Eisenstadt

Governor of Carinthia,
Arnulfplatz 1,
A- 9021 Klagenfurt

Governor of Lower Austria,
Landhausplatz 1,
A-3109 St. Pölten

Governor of Upper Austria,
Klosterstrasse 7,
A- 4020 Linz

Governor of Salzburg,
Chiemseehof,
A-5010 Salzburg

Governor of Styria,
Burg,
A-8011 Graz

Governor of Tyrol,
Landhaus,
A-6020 Innsbruck

Governor of Vorarlberg,
Landhaus,
A-6900 Bregenz

Governor of Vienna,
Rathaus,
A-1082 Vienna

Precise rules governing jurisdiction are contained in section 12 (2) of the Austrian Railway Act 1957.

Labour supervisory authorities:

Federal Ministry of Transport, Innovation and Technology (BMVIT)
Section IV / Traffic Labour Inspectorate Group
Radetzkystrasse 2,

Bundesministerium
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A-1030 Vienna
Tel.: +43-1-71162-654500
Fax: +43-1-71162-654499
Website: **www.bmvit.gv.at**

National Accident Investigation Agency:

A rail department was set up at the National Accident Investigation Agency within the meaning of Directive 2004/49/EC of the European Parliament and of the Council of 29 April 2004 (Railway Safety Directive) for the independent investigation of accidents and malfunctions on the railways (for organization chart, cf. Annex B.2):

National Traffic Institute
Rail Accident Investigation
Lohnergasse 9
A-1210 Vienna
Tel.: +43-1-27760-7500
Fax: +43-1-27760-9298
e-mail: **uus-schiene@bmvit.gv.at**
Website: **http://versa.bmvit.gv.at**

The legal basis is contained in the Austrian Accident Investigation Act (Federal Law Gazette I no. 123/2005) and the Railway Reporting Order 2006 (Federal Law Gazette II no. 279/2006).

The Reporting Order regulates:

> ***Section 1***. *... the scope and form of reports of accidents and malfunctions which occur during the operation of mainline and secondary lines (section 4 of the Austrian Railway Act 1957, Federal Law Gazette no. 60), branch lines (section 7 of the Austrian Railway Act 1957, Federal Law Gazette no. 60) or streetcars using their own permanent way, such as underground railways (section 5 (1) no. 2 of the Austrian Railway Act 1957, Federal Law Gazette no. 60), or during the operation of rail vehicles on such railways.*

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Rail regulator:

SCHIENEN-CONTROL KOMMISSION
ÖSTERREICHISCHE GESELLSCHAFT FÜR SCHIENENVERKEHRSMARKT-REGULIERUNG MBH
Frankenberggasse 9/5
A-1040 Vienna
Tel.: +43-1-5050707-0
Fax: +43-1-5050707-17
Web: **www.scg.gv.at**

SCG is the Austrian rail regulator within the meaning of Art. 20 of Directive 2001/14 and was set up in 1999 under the Austrian Railway Act.

2. Organization charts

The structures of the National Safety Authority at the Federal Ministry of Transport, Innovation and Technology and of the National Traffic Institute as the National Accident Investigation Agency are given in Annexes B.1. and B.2.

D. Development of rail safety

1. Initiatives to maintain and/or improve safety

The most important safety regulations issued in the year under review (2006) are listed below[1]:

Table D.1.1 – Safety recommendations based on accident/precursors

UUS safety recommendation [1)]	Accident/precursor resulting in recommendation		
	Date	**Place**	**Description of incident**
• Revise provisions of section 14 (2) of ÖBB DV V 5 (new: ZSB 5 section 12 (4)), Despatch, from the point of view of applicability in practice, with special attention on how locomotive driver is to verify visually whether tongue rail is properly abutting stock rail (type and scope of verification, location for verification). • Prepare a checklist with the parameters needed for verification, to be handed to locomotive driver with paperwork required for the journey.	03.01.06	Lower Austria, St. Aegyd am Neuwald	**Derailment** Train 6704
• Revise provisions of section 14 (2) of ÖBB DV V 5 (new: ZSB 5 section 12 (4)), Despatch, from the point of view of applicability in practice, with special attention on how locomotive driver is to verify visually whether tongue rail is properly abutting stock rail (type and scope of verification, location for verification). • Prepare a checklist with the parameters needed for verification, to be handed to locomotive driver with paperwork required for the journey.	08.01.06	Lower Austria, Scheibbs	**Derailment** Train 7079
• Revise provisions of ÖBB DV V 3 on safety of stationary vehicles when Section II of ÖBB DV V 3 is revised. • Adapt ÖBB DB 600 to new version of Section II of ÖBB DV V 3. • Focus on training and raising awareness on securing parked vehicles. • Evaluate inventory, requirements and siting of brakeshoe stands to ensure an adequate number of securing means are available and adapted to requirements.	24.02.06	Tyrol, Wörgl	**Unsecured** conductor's van (7 injured)
• Particular attention must be paid during regular investigations (inspections) to state of wheelset axles and to inscriptions (wheelset axle data ring) required under ÖBB-Infrastruktur Betrieb AG DB 662 (keeping freight wagons in	01.03.06	Salzburg, Gnigl	**Derailment** Train 64346

[1)] USUS safety recommendations at the time of reporting have been listed; these are not the same as the safety measures sent to and implemented by individual recipients.

UUS safety recommendation [1)]	Accident/precursor resulting in recommendation		
	Date	**Place**	**Description of incident**
working order).			
• Promote systematic verification of operational safety procedures. • Perform supervisory duties, especially through increased safety checks, including spot checks (e.g.: train movement sheet, train control sheet, training) by the railway undertaking and/or competent railway authority. • Revise and apply instructions on train despatch on the section between Ober Grafendorf and Wieselburg an der Erlauf (preliminary comments) of 16 January 2006 with regard to verbal train movement announcements at Ober Grafendorf station (operational conversations using voice memory) on the basis of the new version of ZSB 5 of 18.06.2006 in operational documentation such as documentation of stations and stops. • Raise awareness among employees through training in dealing with unusual incidents. • Following the withdrawal of DV V 5 and all its section - related instructions (instructions on train despatch) and the new version of ZSB 5 of 18.06.2006, the application of instructions on train despatch is recommended on all despatch sections in operational documentation such as description of stations and stops.	22.04.06	Lower Austria, Ober Grafendorf	**Derailment** Train 6855
• Ongoing information for locomotive drivers on compliance with ÖBB-Infrastruktur Betrieb AG infrastructure NO-003-02-2005 (action following emergency braking by intermittent automatic train control).	28.04.06	Salzburg, Gnigl	**Derailment** Train 51950
• Comply with heating system operating instructions as regards target filling level of expansion tank, especially during inspection of heating system. • Check target filling level of expansion tank in accordance with heating system operating instructions when filling tank container with heated freight. • It is recommended, on the basis of the proposals on preventing similar incidents made during the opinion procedure (Austrian Accident Investigation Act, section 14), that the following measures be examined for feasibility and subsequently implemented: o technical fire-safety report resulting in possible design improvements; o design improvements to tank containers, especially in order to reliably prevent ingress of flammable substances in the insulation (improve overfill failsafe, fit or improve heat carrier oil fill level indicator); o check whether additional (multilingual) inscriptions are needed on tank container; o use a heat carrier with a higher flashpoint (e.g. Thermo 32 with flashpoint of 230°C);	09.05.06	Upper Austria, Schärding	**Fire in tank container** on Train 42950

UUS safety recommendation [1)]	Accident/precursor resulting in recommendation		
	Date	**Place**	**Description of incident**
○ use a closed tank container heating system with inert gas.			
• Ongoing information for locomotive drivers on compliance with ÖBB-Infrastruktur Betrieb AG instruction NO-003-02-2005 (action following emergency braking by intermittent automatic train control). • Approval under rail legislation of new provisions of section 27 of ÖBB DV V 3, Operating Regulation, on brake setting depending on type of train and weight of freight train submitted by Austrian Railways.	11.08.06	Lower Austria, Ebenfurth	**Derailment** Train 45380

Table D.1.2 – Safety recommendations for other reasons

Safety recommendation	Reason for recommendation
-	-

2. Detailed analysis of data trends

This section contains an analysis of data relating to all categories of CSI:

- number of accidents;
- number of fatalities;
- number of injuries;
- number of precursors;
- cost of all accidents, man/hours in field of safety
- technical safety of infrastructure and its implementation, safety management.

The scope of statistics, the definitions used and data on common safety indicators (CSI) are listed in Annex C.

E. Important changes to laws and regulations

A list of important changes to laws and regulations is the 2006 reference year is given in the table in ***Annex D.***

The Federal Ministry of Transport, Innovation and Technology (BMVIT) notified a first list of these national, technical regulations to the European Commission in 2004. This list was supplemented with changes made in the meantime in 2005 and again notified to the European Commission, in accordance with Art. 16 (3) of Directives 96/48/EC (high-speed rail system) and 2001/16/EC (conventional rail system), as amended by Directive 2004/50/EC:

http://www.bmvit.gv.at/verkehr/eisenbahn/recht/eu/normen.html

F. Development of safety certification and authorization

1. National legislation – starting dates – availability

1.1. Starting date for issuing safety certification in accordance with Art. 10 of Directive 2004/49/EC (where necessary: distinction between Part A and Part B)

The legal basis for safety certification in accordance with Art. 10 of Directive 2004/49/EC was created when the Austrian Railway Amending Act 2006 entered the statute book on 27 June (sections 37 ff of the Austrian Railway Act).

National transitional provisions on the need for safety certification are set out in section 133a (5) and (6) of the Austrian Railway Act:

Section 133a *(5) Safety certification of unlimited term or which expires after 31 December 2010 issued before midnight on the date of promulgation of the federal law in Federal Law Gazette I no. 125/2006 by infrastructure managers to railway undertakings established in Austria shall be valid, unless withdrawn beforehand, as safety certification Part A and B until midnight on 31 December 2010. Safety certification which expires before 31 December 2010 issued before midnight on the date of promulgation of the federal law in Federal Law Gazette I no. 125/2006 by infrastructure managers to railway undertakings established in Austria shall be valid, unless it is withdrawn beforehand, as safety certification Part A and B until such time as it expires. If an application was made for safety certification Part A and B with the Federal Minister of Transport, Innovation and Technology six months before expiry of the safety certification, the safety certification shall be valid as safety certification Part A and B once it has expired, unless it is withdrawn beforehand, pending a decision on the application or until midnight on 31 December 2010, whichever is the sooner.*

(6) Safety certification issued before midnight on the date of promulgation of the federal law in Federal Law Gazette I no. 125/2006 by infrastructure managers to railway undertakings established in another Member State of the European Union, another contracting state to the Agreement on the European Economic Area or the Swiss Confederation shall be valid as safety certification Part B until such time as it expires, unless it is withdrawn beforehand, or until midnight on 31 December 2010, whichever is the sooner. Safety certification issued before midnight on the date of promulgation of the federal act in Federal Law Gazette I no. 125/2006 for such railway undertakings in the country in which they are established shall be valid for the rest as proof of safety

certification Part A and B until such time as it expires, unless it is withdrawn beforehand, or until midnight on 31 December 2010, whichever is the sooner.

1.2. Starting date for safety authorization in accordance with Art. 11 of Directive 2004/49/EC

The legal basis for issuing safety authorization in accordance with Art. 11 of Directive 2004/49/EC was created when the Austrian Railway Amending Act 2006 entered the statute book on 27 June 2006 (sections 38 ff of the Austrian Railway Act).

National transitional provisions on the need for safety authorization are set out in section 133a (7) of the Austrian Railway Act:

Section 133a *(7) Operating licences shall be valid as safety authorization within the meaning of section 38 for the commissioning of main lines and networked secondary lines and modifications thereto until midnight on 30 June 2008.*

1.3. Availability of national safety provisions and other national laws governing railway undertakings and infrastructure operators (website, documentation in hard copy on request etc.)

Federal Ministry of Transport, Innovation and Technology (BMVIT)
Section IV / Rail Group
Radetzkystrasse 2,
A-1030 Vienna
Tel.: +43-1-71162-652000
Fax: +43-1-71162-652099
Website: www.bmvit.gv.at/verkehr/eisenbahn/recht/index.html

National laws and orders can be found in the general national legal information system:
Website: www.ris.bka.gv.at

2. Numerical data

Not yet representative in the 2006 reference year, as no applications for safety certification or authorization yet made (for numerical data on development of safety certification and authorization, cf. Annex E).

3. Procedural aspects

3.1. Safety certification – Part A

No applications for safety certification made in the 2006 reference year, therefore not yet relevant for the 2006 reference year.

3.2. Safety certification – Part B

No applications for safety certification made in the 2006 reference year, therefore not yet relevant for the 2006 reference year.

3.3. Safety authorization

No application for safety authorization made in the 2006 reference year, therefore not yet relevant for the 2006 reference year.

G. Supervision of railway undertakings and infrastructure operators

1. Description of measures to supervise railway undertakings and infrastructure operators

The general tasks of the railway authorities and their supervisory instruments are regulated en bloc in section 13 of the Austrian Railway Act, whereby the railway undertakings are given a great deal of authority to self-regulate construction and operations under the current version of the Austrian Railway Act.

Railway undertakings and infrastructure managers are subject to inspection, inter alia, when exceptional incidents occur (cf. also paragraph D.1.) e.g. random official inspection of

operating documents on site at railway undertakings, in conjunction with documentation of the results and decisions on measures to rectify shortcomings (on-site supervision).

2. Transmission of all annual safety reports prepared by infrastructure managers and railway undertakings in accordance with Art. 9(4) of the Railway Safety Directive by statutory deadlines

The following were transmitted to the National Safety Authority (BMVIT) for the 2006 reference year, together with further statistics:

13 safety reports by infrastructure managers,

20 safety reports by railway undertakings,

data from the Federal Traffic Institute (National Accident Investigation Agency),

additional data from railway undertakings.

3. Number of inspections of RU/IM for 2006

Not yet relevant for 2006 reference year.

4. Number of audits of RU/IM for 2006

Not yet relevant for 2006 reference year.

5. Summary of relevant corrective measures/activities (e.g. changes, withdrawal, cancellation, important warnings) in connection with safety aspects during audits/inspections

Not yet relevant for 2006 reference year.

6. Complaints by IM about RU in connection with terms in their certification in accordance with Part A/Part B

Not yet relevant for 2006 reference year.

7. Complaints by RU about IM in connection with terms in the safety authorization

Not yet relevant for 2006 reference year.

H. Annexes

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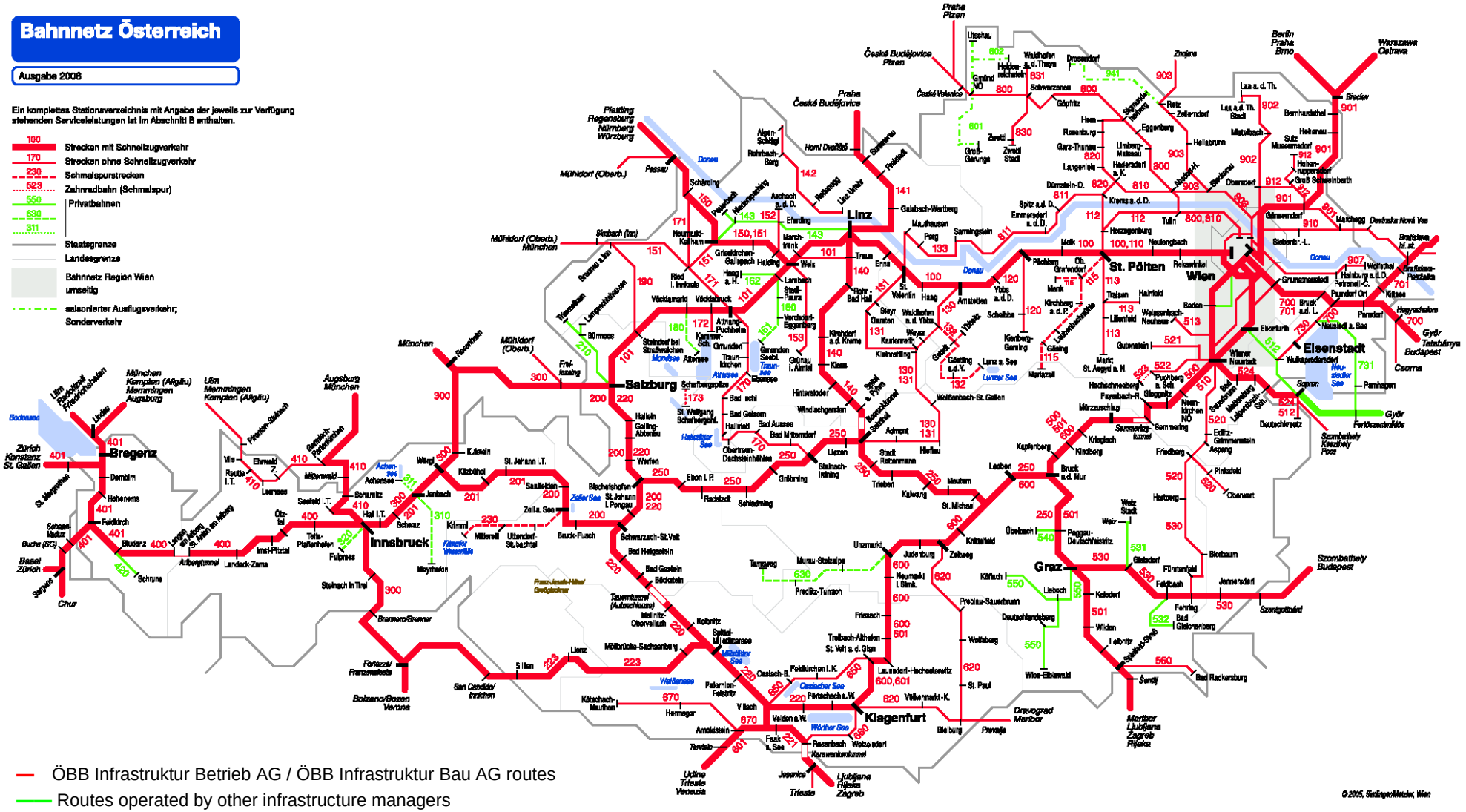
ANNEX A: Information on structure of railway network

A.1. Map of railway network



A complete list of stations and services available is given in Section B
Lines with high-speed traffic
Lines without high-speed traffic
Narrow-gauge lines
Rack railways
Private lines
National border
Land border
Vienna regional network overleaf
Seasonal recreational traffic
Special traffic

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A.2. List of railway undertakings and infrastructure managers

A.2.1. Infrastructure managers (on mainline and networked secondary line railways)

Name	**Address**	**Website/Link to Network Statement**	*Safety authorization (number/ date)*	*Start of commercial activities (date)*	*Length of track / gauge overall*	*Length of electrified track /overvoltage*	*Total length of double/single track*	*Total length of HSL track*	*ATP equipment used*	*Number of LC*	*Number of signals*
Aktiengesellschaft der Viennaer Lokalbahnen	Eichenstrasse 1 1120 Vienna	www.wlb.at									
Cargo Center Graz Betriebsges.mbH Co KG	Terminal 1 8402 Werndorf	www.cargo-center-graz.at		2001	20	3.1	20	20.4	3.1	3	6
Graz-Köflacher Bahn and Busbetrieb GmbH	Köflacher Gasse 35 – 41 8020 Graz	www.gkb.at		1859	132		132			138	
Lokalbahn Lambach-Vorchdorf- Eggenberg AG Betriebsführung: Stern & Hafferl Verkehrsgesellschaft mbH	Kuferzeile 32 4810 Gmunden	www.stern-verkehr.at		1903	cf. Stern & Hafferl Verkehrsgesellschaft mbH						
Linzer Lokalbahn AG Betriebsführung: Stern & Hafferl Verkehrsgesellschaft mbH	Rathaus 4041 Linz	www.stern-verkehr.at		1908	cf. Stern & Hafferl Verkehrsgesellschaft mbH						
Montafoner AG	Bahnhofstrasse 15 a+b 6780 Schruns	www.montafonerbahn.at									
Neusiedler Seebahn AG	Bahnhofplatz 5 7041 Wulkaprodersdorf	www.nsb-ag.at									
ÖBB Infrastruktur Bau AG	Vivenotgasse 10 1120 Vienna	www.oebb.at/bau		2005	5,385	7,900	10,147		Indusi, continuous train control system, ETCS	6.000	18.44
ÖBB Infrastruktur Betrieb AG	Elisabethstrasse 9 1010 Vienna	www.oebb.at/betrieb									

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Name	**Address**	**Website/Link to Network Statement**	*Safety authorization (number/ date)*	*Start of commercial activities (date)*	*Length of track /gauge overall*	*Length of electrified track /overvoltage*	*Total length of double/single track*	*Total length of HSL track*	*ATP equipment used*	*Number of LC*	*Number of signals*
Raab-Oedenburg-Ebenfurter Eisenbahn AG	Bahnhofplatz 5 7041 Wulkaproders-dorf	www.raaberbahn.at									
Salzburg AG für Energie, Verkehr and Telekommunikation	Plainstrasse 70 5020 Salzburg	www.salzburg-ag.at									
Steiermärkische Landesbahnen	Eggenberger Str. 20 8020 Graz	www.stlb.at		1889	47	31	47	-	-	154	3
Stern & Hafferl Verkehrsgesellschaft mbH	Kuferzeile 32 4810 Gmunden	www.stern-verkehr.at		1903	119	121	119	0	0	209	5
Süd Burgenländische Regionalbahn GmbH	Bahnstrasse 1 7508 Grosspetersdorf	www.schuch-reisen.at		Not yet started							

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A.2.2. Railway undertakings with traffic authorization under section 15 or 16 of the Austrian Railway Act

Name	**Address**	**Website**	*Safety certification 2001/14/EC (number/ date)*	*Safety certification (A-B) 2004/49/EC (number/ date)*	*Start of commercial activities (date)*	*Type of traffic (freight etc.)*	*Number of locomotives*	*Number of rail vehicles /trainsets*	*Number of passenger cars/ wagons*	*Number of train drivers / safety officers*	*Volume of passenger traffic*	*Volume of freight traffic*
Aktiengesellschaft der Viennaer Lokalbahnen	Eichenstrasse 1 1120 Vienna	www.wlb.at										
Cargo Center Graz Betriebsges.mbH Co KG	Terminal 1 8402 Werndorf	www.cargo-center-graz.at			2003	Freight	-	-	-	-	-	1.2 million t
City Air Terminal Betriebsges.m.b.H. (CAT)	1300 Vienna-Flughafen	www.cityairporttrain.com										
Graz-Köflacher Bahn and Busbetrieb GmbH	Köflacher Gasse 35 – 41 8020 Graz	www.gkb.at			1859	Freight + passenger	13	15	24	30	4.2 million	0.7 million t
Logistik Service GmbH	Lunzerstrasse 41 4031 Linz	www.voestalpine.com/logserv			2001	Freight	8	0	360	38	-	3.6 million t
LTE-Logistik- and Transport GmbH	Reininghausstrasse 3 8020 Graz	www.lte.at			2001	Freight	8	-	-	15	-	1.3 million t
Montafoner AG	Bahnhofstrasse 15 a+b 6780 Schruns	www.montafonerbahn.at										
ÖBB Personenverkehr AG	Wagramer Strasse 17-19 1220 Vienna	www.oebb.at/pv										
ÖBB Traktion GmbH	Langauer Gasse 1 1150 Vienna	www.oebb-traktiongmbh.at										
ÖBB Technische Services GmbH	Grillgasse 48 1110 Vienna	www.oebb.at/ts										
Raab-Oedenburg-Ebenfurter Eisenbahn AG	Bahnhofplatz 5 7041 Wulkaprodersdorf	**www.raaberbahn.at**										

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Name	**Address**	**Website**	*Safety certification 2001/14/EC (number/ date)*	*Safety certification (A-B) 2004/49/EC (number/ date)*	*Start of commercial activities (date)*	*Type of traffic (freight etc.)*	*Number of locomotives*	*Number of rail vehicles /train sets*	*Number of passenger cars/ wagons*	*Number of train drivers / safety officers*	*Volume of passenger traffic*	*Volume of freight traffic*
Rail Cargo Austria AG	Stallburggasse 4 1010 Vienna	www.railcargo.at										
RTS Rail Transport Services GmbH	Puchstrasse 184a 8055 Graz	www.rts-austria.at										
Salzburg AG für Energie, Verkehr and Telekommunikation	Plainstrasse 70 5020 Salzburg	www.salzburg-ag.at										
Steiermarkbahn Transport and Logistik GmbH	Eggenberger Strasse 20 8020 Graz	www.steiermarkbahn.at			2002	Freight + passenger	-	-	42	-	2,550	0.12 million t
Steiermärkische Landesbahnen	Eggenberger Strasse 20 8020 Graz	www.stlb.at			1889	Freight + passenger	12	6	117	15	0.8 million	0.36 million t
Stern & Hafferl Verkehrsgesellschaft mbH	Kuferzeile 32 4810 Gmunden	www.stern-verkehr.at			1903	Freight + passenger	9	36	0	48	2.5 million	0.05 million t
TX Logistik GmbH	Am Concorde-Park E/13 2320 Schwechat	www.txlogistic.com										

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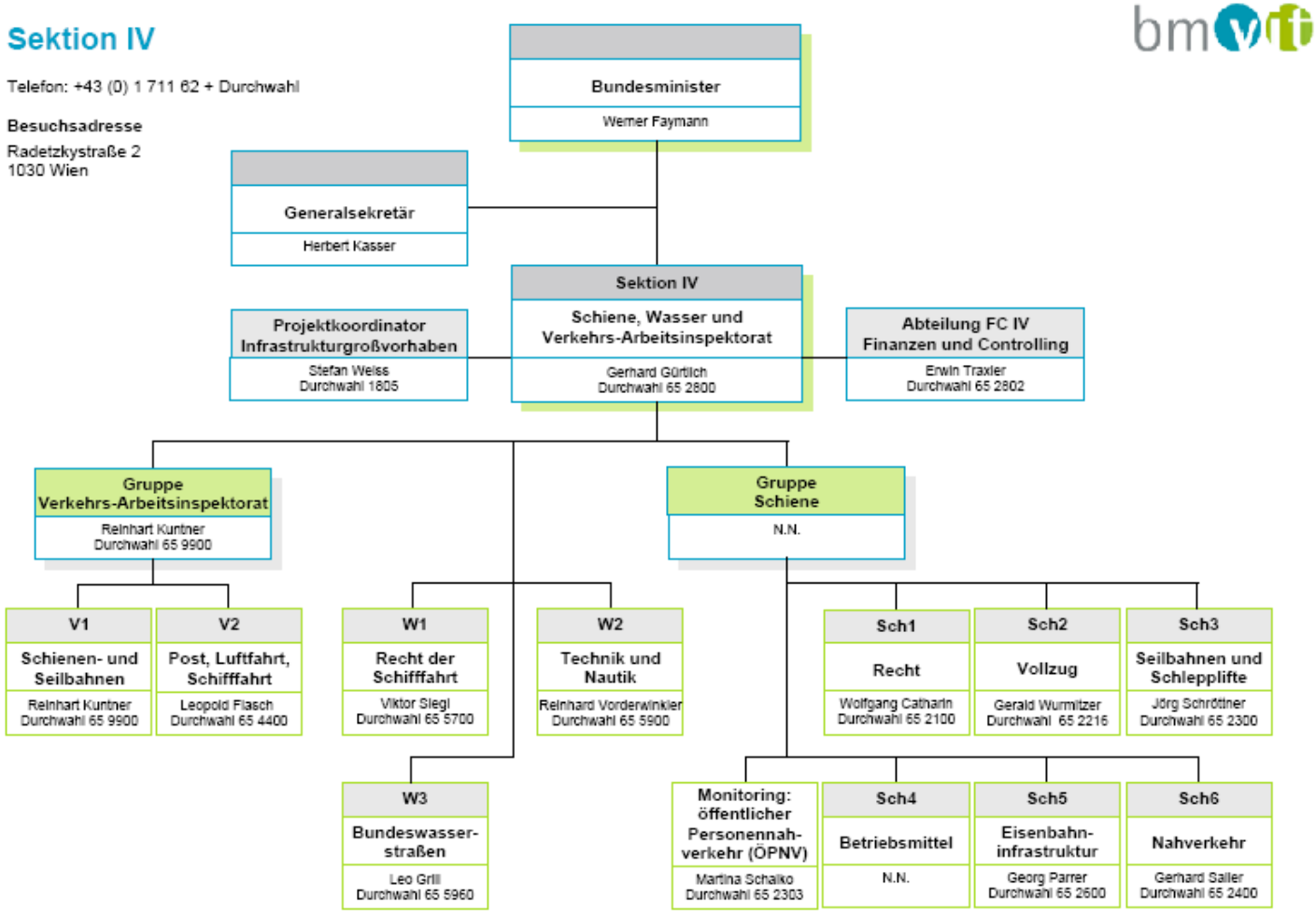
ANNEX B: Organization chart(s) of National Safety Authority

B.1. Organization chart of National Safety Authority (Federal Ministry of Transport, Innovation and Technology):

(Section IV, version 09/2007)



Tel +43 (0) 1 711 62 + extension

Offices open to the public:

Radetzkystrasse 2, 1030 Vienna

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Federal Minister: Werner Faymann

Secretary General: Herbert Kasser

Project Coordinator Major Infrastructure Projects: Stefan Weiss (Ex. 1605)

Section IV Rail, Water and Traffic Labour Inspectorate: Gerhard Guertlich (Ex. 65 2600)

Department FC IV Finance and Controls: Erwin Traxler (Ex. 65 2805)

Traffic Labour Inspectorate Group: Reinhard Kurtner (Ex. 65 9900)

Rail Group: TBA

V1 Railways and funiculars: Reinhart Kurtner (Ex. 65 9900)

V2 Post, aviation, shipping: Leopold Flasch (Ex. 65 4400)

W1 Shipping law: Viktor Siegl (Ex. 65 5700)

W2 Engineering and navigation: Reinhard Vorderwinkler (Ex. 65 5900)

Sch 1 Law: Wolfgang Catharin (Ex. 65 2100)

Sch 2 Implementation: Gerald Wurmitzer (Ex. 65 2215)

Sch 3 Funiculars and drag lifts: Joerg Schrottiner (Ex. 65 2300)

W3 National waterways: Leo Grill (Ex. 65 5960)

Monitoring: local public passenger traffic: Martina Schrako (Ex. 65 2303)

Sch 4 Equipment: TBA

Sch 5 Railway infrastructure: Georg Parrer (Ex. 65 2600)

Sch 6 Local traffic: Gerhard Saller (Ex. 65 2400)

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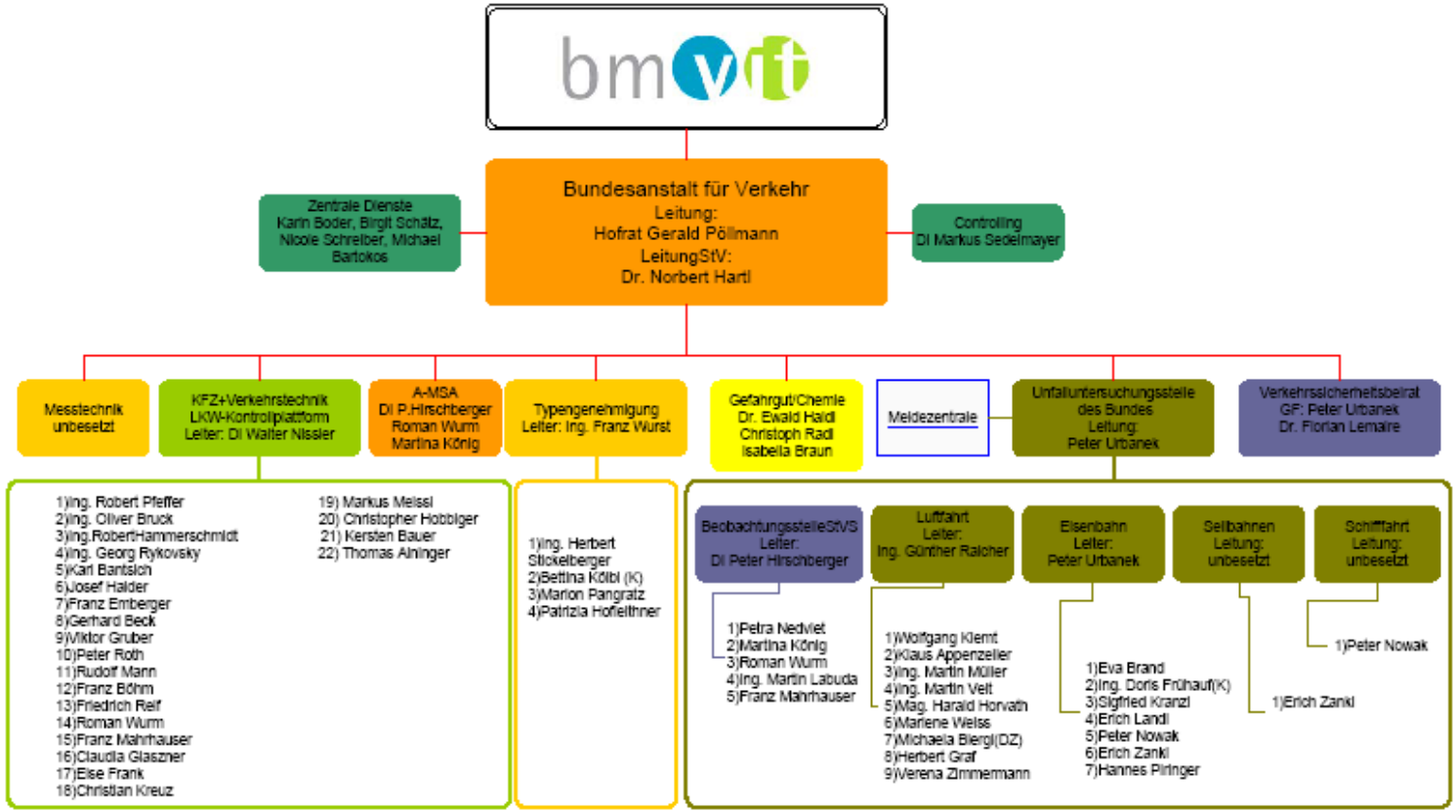
B.2. Organization chart of Federal Traffic Institute (National Accident Investigation Agency):

(version: 08/2007)



versa Verkehrssicherheitsarbeit für Österreich
Stand: August 2007

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bmvit
Central services: Karin Boder, Birgit Schatz, Nicole Schreiber, Michael Bartokos
Federal Traffic Institute Management: Hofrat Gerald Poellmann, Road traffic management: Dr. Norbert Hartl
Controlling: Markus Sedelmayer B.Sc.
Measurement engineering: unmanned
Vehicle and traffic engineering, HGV control platform manager: Walter Nissier B.Sc.

1) **Robert Pfeffer (engineer)**
2) **Oliver Bruck (engineer)**
3) **Robert Hammerschmidt (engineer)**
4) **Georg Rykovsky (engineer)**
5) **Karl Bantsich**
6) **Josef Halder**
7) **Franz Emberger**
8) **Gerhard Beck**
9) **Viktor Gruber**
10) **Peter Roth**
11) **Rudolf Mann**
12) **Franz Boehm**
13) **Friedrich Reif**
14) **Roman Wurm**
15) **Franz Mahnhauser**
16) **Claudia Glaszner**
17) **Else Frank**
18) **Christian Kreuz**
19) **Markus Meissl**
20) **Christopher Hobbinger**
21) **Kersten Bauer**
22) **Thomas Alninger**

A-MSA: P. Hirtschtberger B.Sc., Roman Wurm, Martina Koenig
Type approval manager: Franz Wurst (engineer)

1) **Herbert Stickelberger (engineer)**
2) **Bettina Koelbl (K)**
3) **Marion Pangratz**
4) **Patrizia Hofielthner**

Dangerous goods/chemicals: Dr. Ewald Hardl, Christoph Radl, Isabella Braun
Reporting centre
National Accident Investigation Agency manager: Peter Urbanek
Road traffic safety observation agency manager: Peter Hirschberger B.Sc.

1) **Petra Nedviet**
2) **Martina Koenig**
3) **Roman Wurm**
4) **Martin Labuda (engineer)**
5) **Franz Mahrhauser**

Aviation manager: Guenther Raicher (engineer)

1) **Wolfgag Klemt**
2) **Klaus Appenzeller**
3) **Martin Mueller (engineer)**
4) **Martin Velt (engineer)**
5) **Harald Horvath M.A.**

6) Erich Zankl
7) Hannes Pilringer

Railway manager: Peter Urbanek
1) Eva Brand
2) Doris Fruehkauf (engineer) (K)
3) Siegfried Kranzl
4) Erich Landl
5) Peter Nowak
6) Erich Zankl
7) Hannes Pilringer

Funicular manager: unmanned
1) Erich Zankl

Shipping manager: unmanned
1) Peter Nowak

Traffic Safety Council Manager: Peter Urbanek, Dr. Fiortan Lemaire

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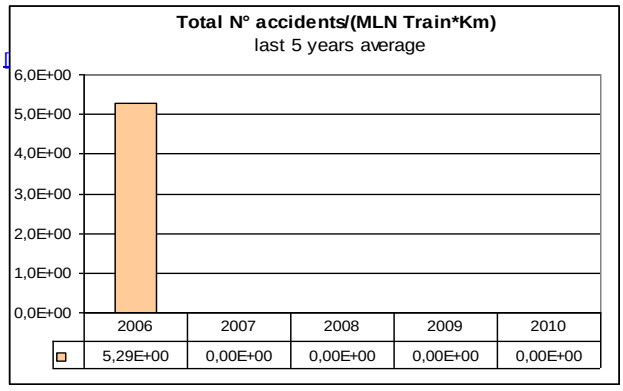
ANNEX C: CSI data – definitions used

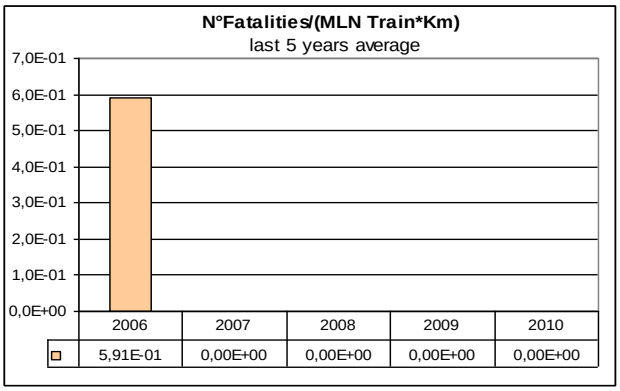
The CSI data evaluated refer to the operation of mainline and networked secondary line railways, the operation of rail vehicles on such railways and traffic on such railways for the 2006 reference year in Austria.

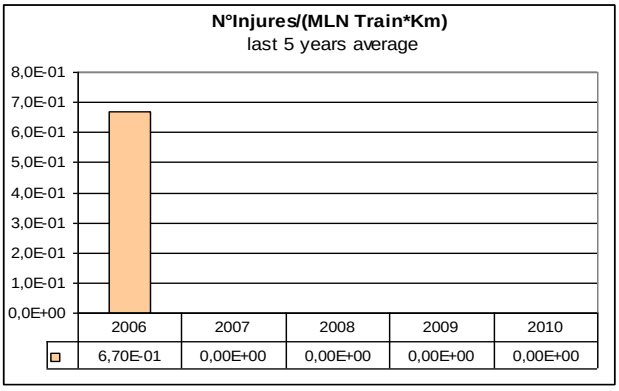
C.1. CSI data

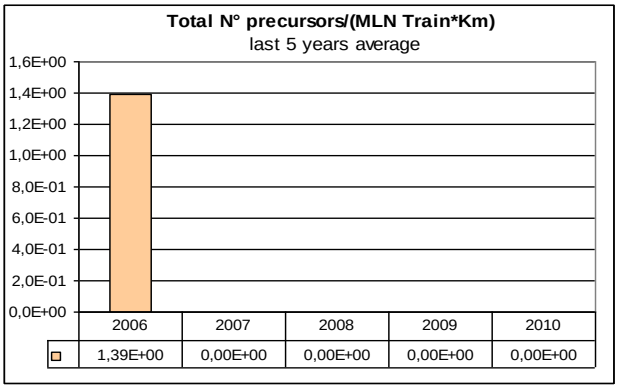
Charts:

Performance overview









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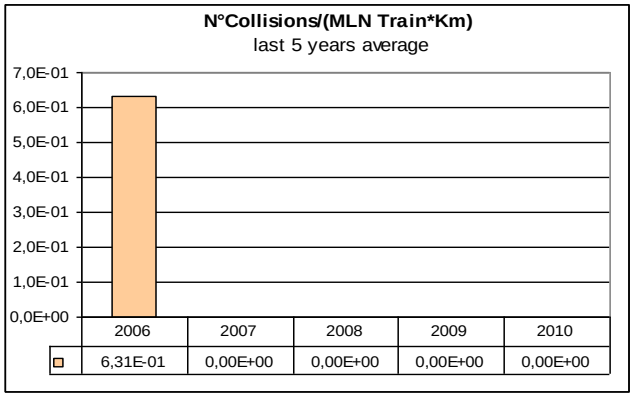
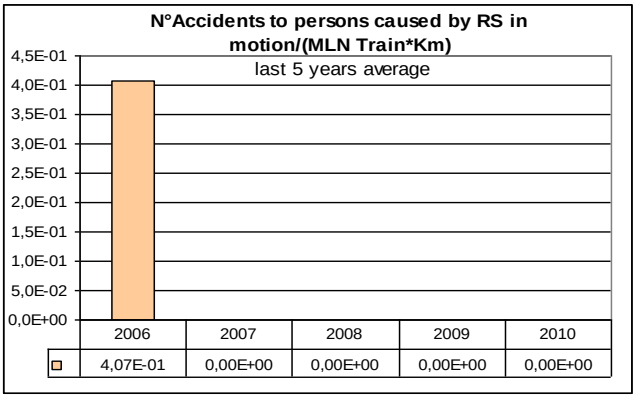
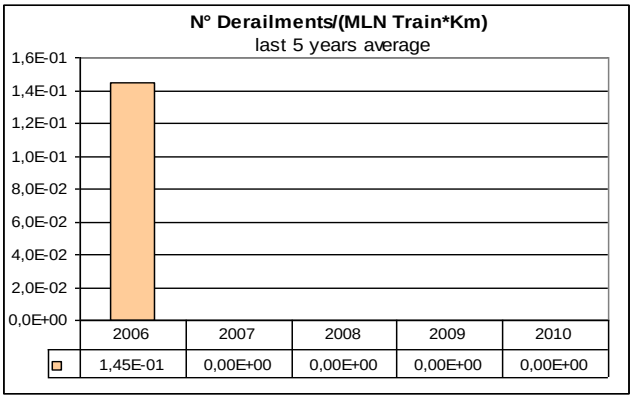
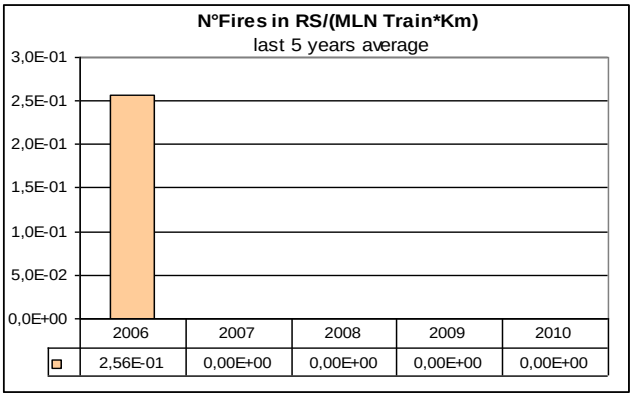
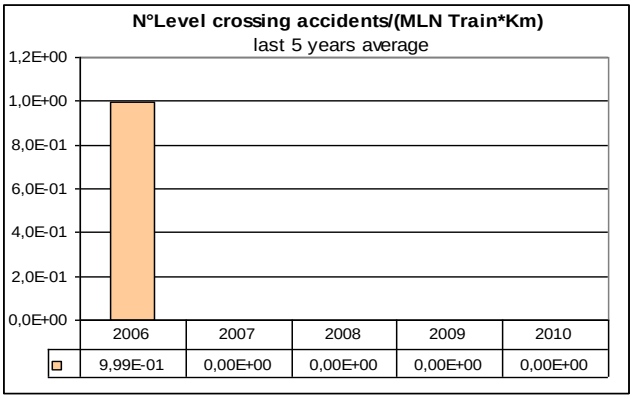
Accidents by type of accident

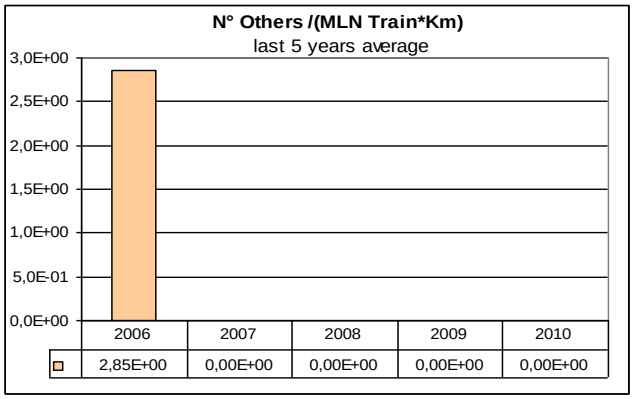












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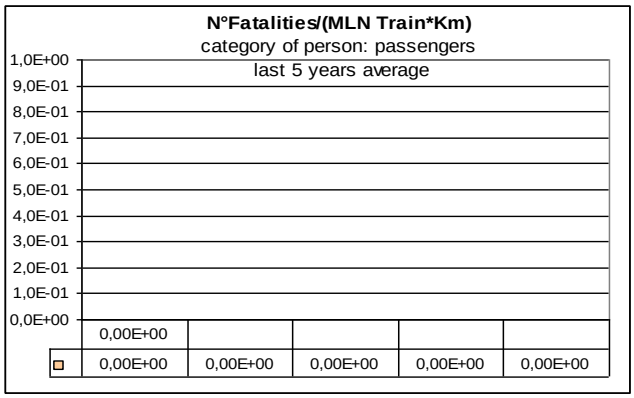
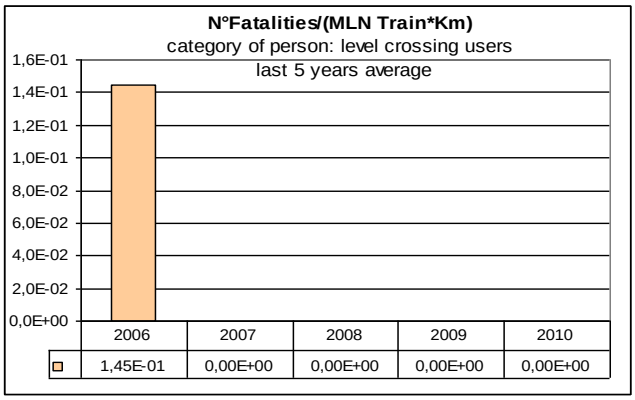
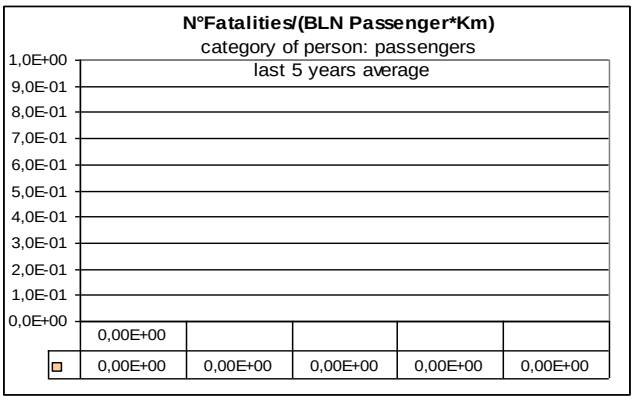
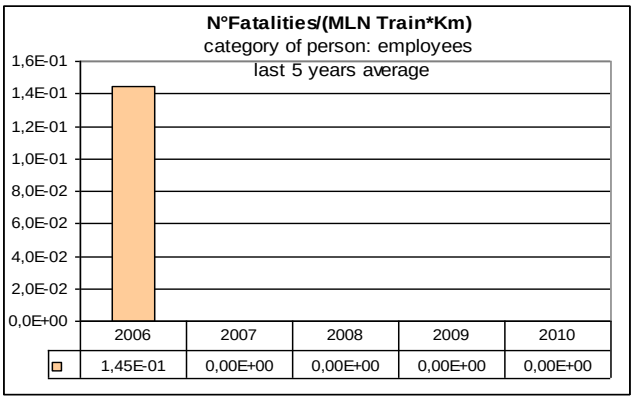
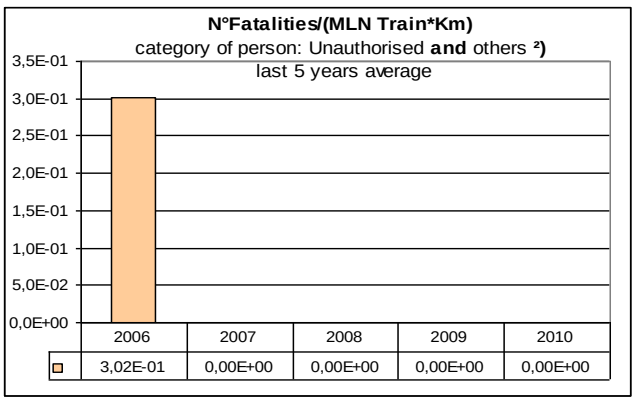
Fatalities by category of persons involved











2) no differentiation between unauthorized and other persons

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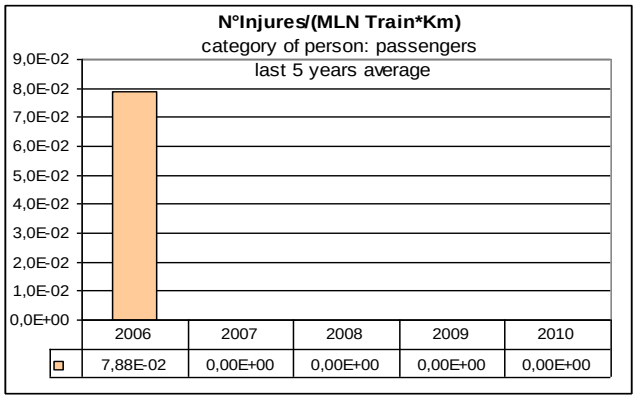
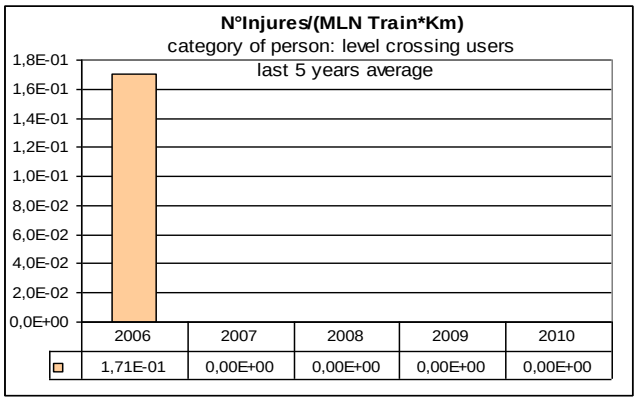
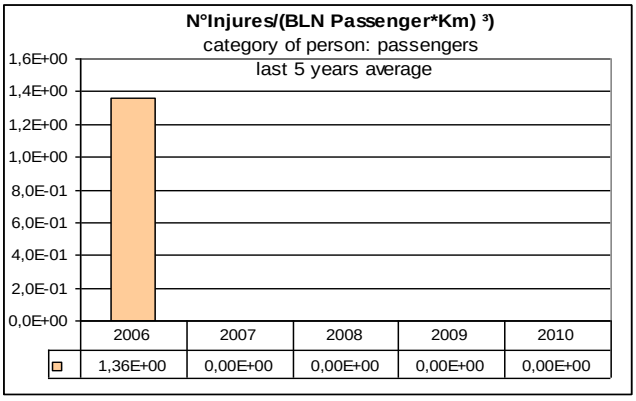
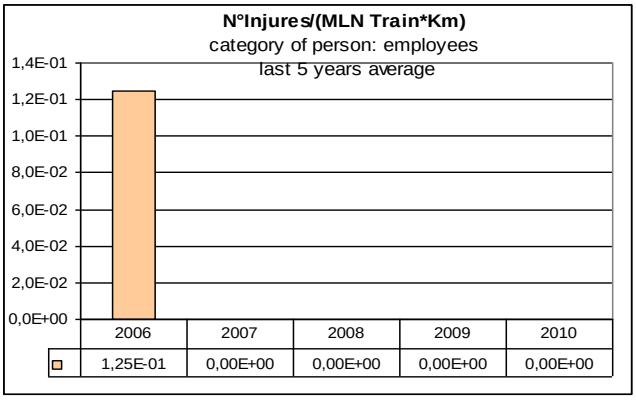
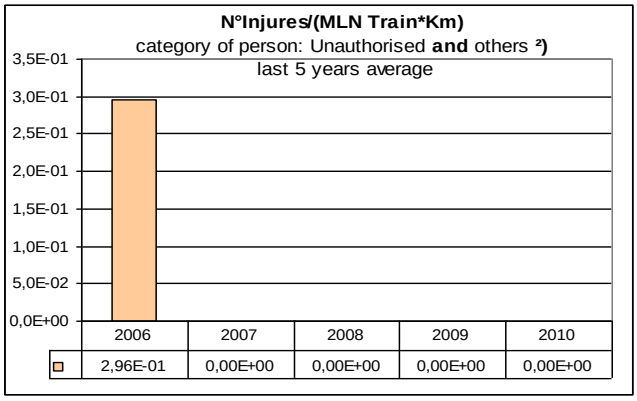
Injuries by category of persons involved











2) no differentiation between unauthorized and other persons

3) no clear division between passenger kilometres on mainline and networked secondary line railways yet possible (passenger kilometres for narrow gauge railways not yet evaluated separately by all railway undertakings)

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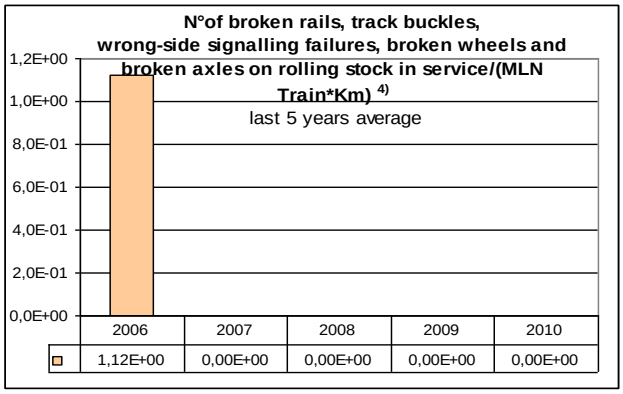
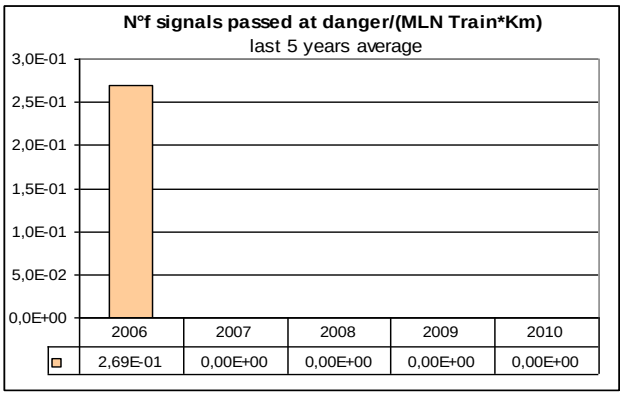
Precursors





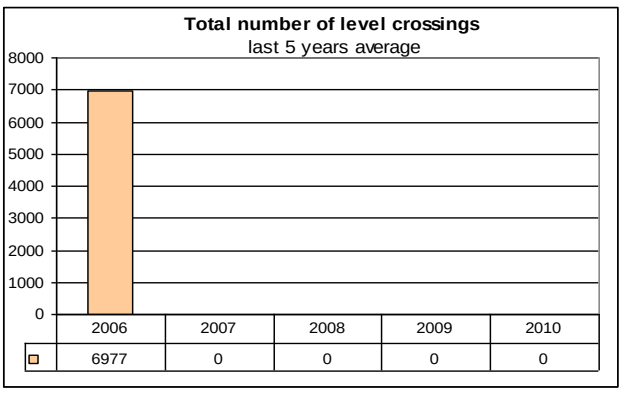
*)

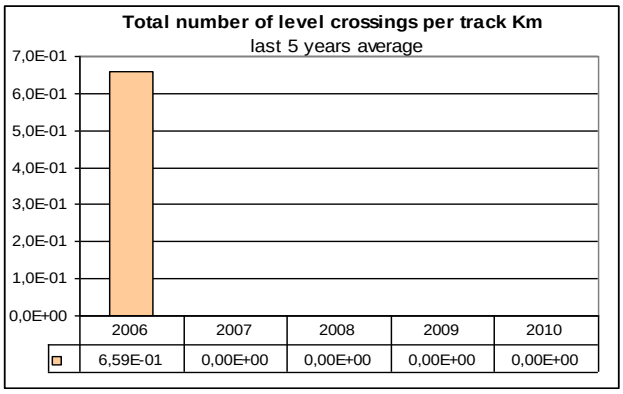
4) standard breakdown of malfunctions and near misses by broken rails, track buckles, wrong-side signalling failures, broken wheels and broken axles on rolling stock in service not yet possible

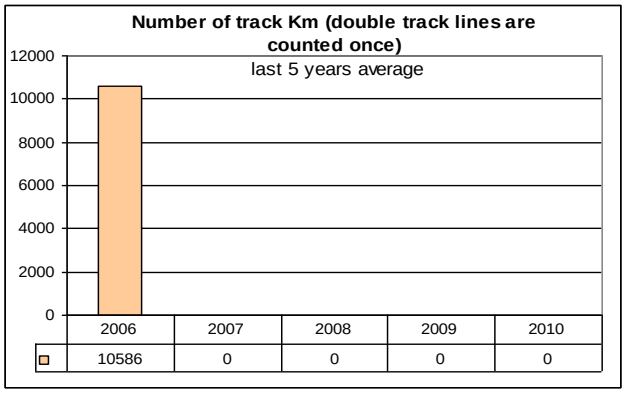
Cost of all accidents, number of staff and employee working hours lost due to accident

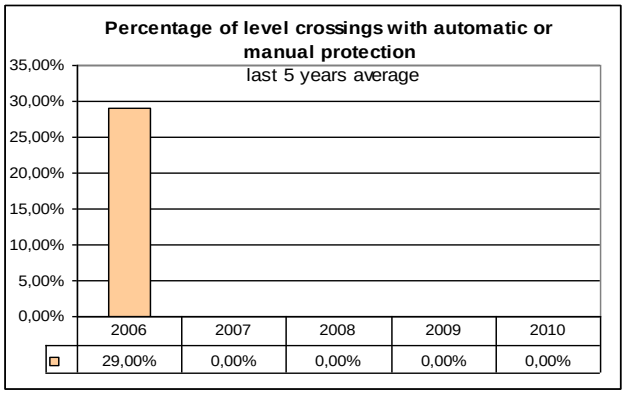
No evaluation possible as not all indicators relating to consequences of accidents recorded within the meaning of the directive.

Technical safety of infrastructure and its implementation, safety management









Indicators in relation to safety management system not yet relevant for 2006.

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Charts:

Not all CSI data on consequences of accidents recorded within the meaning of the directive.

Indicators in relation to proportion of ATP were not yet available for the entire Austrian railway network.

*Number of accidents and Train*Km*

	Type of accident							
Year	Collisions	Derailments	Level crossing accidents	Accidents to persons caused by RS in motion	Fires in RS	Others	Total	Train*Km (MLN)
2006	96	22	152	62	39	434	805	152
2007								
2008								
2009								
2010								
2011								
2012								
2013								
2014								
2015								

*Number of accidents/Train*Km*

	Type of accident						
Year	Collisions	Derailments	Level crossing accidents	Accidents to persons caused by RS in motion	Fires in RS	Others	Total
2006	6,31E-01	1,45E-01	9,99E-01	4,07E-01	2,56E-01	2,85E+00	5,29E+00
2007							
2008							
2009							
2010							
2011							
2012							
2013							
2014							
2015							

*N° of fatalities,Train*Km and Passenger*Km ²)³)*

	Category of persons							
Year	Passengers	Employees	Level crossing users	Unauthorised persons	Others	Total	Passenger*Km (BLN)	Train*Km (MLN)
2006	0	22	22		46	90	9	152
2007								
2008								
2009								
2010								
2011								
2012								
2013								
2014								
2015								

*N° of fatalities/Train*Km and Passenger*Km ²)³)*

	Category of persons						
Year	Passengers	Passengers	Employees	Level crossing users	Unauthorised persons	Others	Total
2006	0,00E+00	0,00E+00	1,45E-01	1,45E-01		3,02E-01	5,91E-01
2007							
2008							
2009							
2010							
2011							
2012							
2013							
2014							
2015							
	related to Train*Km	related to Passenger*Km	related to Train*Km	related to Train*Km	related to Train*Km	related to Train*Km	related to Train*Km

*N° of inj.,Train*Km and Passenger*Km ²)³)*

	Category of persons							
Year	Passengers	Employees	Level crossing users	Unauthorised persons	Others	Total	Passenger*Km (BLN)	Train*Km (MLN)
2006	12	19	26		45	102	9	152
2007								
2008								
2009								
2010								
2011								
2012								
2013								
2014								
2015								

*N° of injures/Train*Km and Passenger*Km ²)³)*

	Category of persons						
Year	Passengers	Passengers	Employees	Level crossing users	Unauthorised persons	Others	Total
2006	7,88E-02	1,36E+00	1,25E-01	1,71E-01		2,96E-01	6,70E-01
2007							
2008							
2009							
2010							
2011							
2012							
2013							
2014							
2015							
	related to Train*Km	related to Passenger*Km	related to Train*Km	related to Train*Km	related to Train*Km	related to Train*Km	related to Train*Km

[3] no clear division between passenger kilometres on mainline and secondary line railways yet possible (passenger kilometres for narrow gauge railways not yet evaluated separately by all railway undertakings)

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*Number of precursors and Train*Km 4)*

Year	Type of accident							
	Number of broken rails	Number of track buckles	Number of wrong-side signalling failures	Number of signals passed at danger	Number of broken wheels on rolling stock in service	Number of broken axles on rolling stock in service	Total	Train*Km (MLN)
2006	171			41			212	152
2007								
2008								
2009								
2010								
2011								
2012								
2013								
2014								
2015								

*Number of precursors/Train*Km 4)*

Year	Type of accident						
	Number of broken rails	Number of track buckles	Number of wrong-side signalling failures	Number of signals passed at danger	Number of broken wheels on rolling stock in service	Number of broken axles on rolling stock in service	Total
2006	1,12E+00			2,69E-01			1,39E+00
2007							
2008							
2009							
2010							
2011							
2012							
2013							
2014							
2015							

Cost of all accidents, safety hours

Year	Type of accident							
	Costs of deaths in MLN €	Costs of injuries in MLN €	Costs of replacement or repair of damaged rolling stock and railway installations in MLN €	Costs of delays, disturbances and re-routing of traffic, including extra costs for staff and loss of future revenue in MLN €	Total costs in MLN €	Total number of working hours of staff and contractors lost as a consequence of accidents	Total number of working hours	Train*Km (MLN)
2006								
2007								
2008								
2009								
2010								
2011								
2012								
2013								
2014								
2015								

Cost of all accidents, safety hours: indicators

Year	Type of accident					
	Costs of deaths in MLN €	Costs of injuries in MLN €	Costs of replacement or repair of damaged rolling stock and railway installations in MLN €	Costs of delays, disturbances and re-routing of traffic, including extra costs for staff and loss of future revenue in MLN €	Total costs in MLN €	N°of working hours (MLN) of staff and contractors lost as a consequence of accidents/N°of working hours (MLN) of staff and contractors
2006						
2007						
2008						
2009						
2010						
2011						
2012						
2013						
2014						
2015						
	related to Train*Km					

Technical safety of infrastructure and its implementation, management of safety

Year	Type of accident						
	Percentage of tracks with Automatic Train Protection (ATP) in operation	Percentage of Train*Km using operational ATP systems	Total number of level crossings	Number of track Km (double track lines are to be counted twice)	Total number of level crossings per track Km	Percentage of level crossings with automatic or manual protection	N°of audits accomplished / N° of audits required (and/or planned)
2006			6977	10586	6,59E-01	29,00%	
2007							
2008							
2009							
2010							
2011							
2012							
2013							
2014							
2015							

Technical safety of infrastructure and its implementation, management of safety

Year	Type of accident						
	Percentage of tracks with Automatic Train Protection (ATP) in operation	Percentage of Train*Km using operational ATP systems	Total number of level crossings	Number of track Km (double track lines are to be counted twice)	Total number of level crossings per track Km	Percentage of level crossings with automatic or manual protection	N°of audits accomplished / N° of audits required (and/or planned)
2006			6977	10586	6,59E-01	29,00%	
2007							
2008							
2009							
2010							
2011							
2012							
2013							
2014							
2015							

[4] standard breakdown of malfunctions and near misses by broken rails, track buckles, wrong-side signalling failures, broken wheels and broken axles on rolling stock in service not yet possible

Indicators in relation to safety management system not yet relevant for 2006

C.2. Definitions used in annual report

C.2.1. Definitions to be used in accordance with Regulation (EC) No 91/2003:

Fatalities (persons killed)
All persons who die immediately after an accident or within 30 days from the consequences of the accident, with the exception of persons who committed suicide.

Injuries (seriously injured persons)
All injuries admitted to hospital for more than 24 hours following an accident, with the exception of persons who attempted to commit suicide.

Passenger kilometres
The unit of measurement for the conveyance of passengers by rail over a distance of one kilometre within the territory of the reporting country.

Rail passenger
A person travelling by rail with the exception of the train staff. For the purpose of accident statistics, this includes passengers who try to jump on or off a moving train.

Suicide
Deliberate self-harm resulting in death, as registered and classified by the relevant national authorities.

Serious accident
Any accident in which at least one moving train is involved and in which at least one person is seriously injured or killed or which results in considerable damage to the rolling stock, the track, other installations or the surroundings or serious disruption to traffic, with the exception of accidents in workshops, storerooms or depots.

Train
One or more rail cars pulled by one or more locomotives or rail vehicles or a rail vehicle travelling alone from one fixed starting point to one fixed end point under a specific number. An empty locomotive, i.e. a locomotive travelling alone, does not count as a train.

Train kilometre
The measurement of unit measuring movement of a train over a distance of one kilometre. The distance taken into account is (where known) the actual distance travelled; otherwise, the standard network distance between the starting and end point is taken as a basis. Only distances on the territory of the reporting country are recorded.

C.2.2. National definitions

The national definitions and methods of calculation of the items referred to in Annex 1 to Directive 2004/49/EC are listed in this section, irrespective of whether they are defined in this legal act or in Regulation (EC) No 91/2003.

Accident
1. caused by train derailment or collision,
2. which cause fatalities or serious injuries or
3. which cause considerable damage to vehicles, infrastructure or the environment and clearly affect the regulation of rail safety or safety controls.

Injuries (seriously injured persons)
1. which require hospitalization for over 24 hours within seven days of the injury or
2. which cause broken bones (with the exception of simple fractures to fingers, toes etc. or nose) or
3. which cause lacerations resulting in heavy bleeding or injury to a nerve, muscle or tendon or
4. damage to internal organs or
5. which result in second or third degree burns or burns to more than 5% of the surface of the body or
6. which were caused by proven exposure to infectious substances or harmful radiation.

Mainline railways, secondary line railways

Under section 4 of the Austrian Railway Act 1957, Federal Law Gazette no. 60/1957, as amended in Federal Law Gazette I no. 125/2006:

> ***Section 4****. (1) Mainline railways are railways intended for more important public traffic and include railways*
> *1. classified as high-capacity lines under section 1 of the High-Capacity Railways Act, Federal Law Gazette no. 135/1989, as amended;*
> *2. classified as mainline railways by order of the Federal Minister of Transport, Innovation and Technology because they are of particular significance to high-capacity traffic, especially with international connections or in regional traffic, or are to be developed for such traffic.*
> *(2) Secondary line railways are railways intended for public traffic which are not mainline railways or streetcars.*

Networked mainline and secondary line railways

Under section 1a of the Austrian Railway Act 1957, Federal Law Gazette no. 60/1957, as amended in Federal Law Gazette I no. 125/2006:

> *Mainline and secondary line railways are networked when, in addition to simple local connections, transfer between trains is possible without changing track and without technical assistance (e.g. dolly). Mainline and secondary line railways are networked when they are connected across borders with similar other railways in neighbouring states.*

High-capacity lines

Under the High-Capacity Line Act, Federal Law Gazette no. 135/1989, as amended in Federal Law Gazette I no. 81/1999:

> ***Section 1.*** *(1) The Federal government shall issue orders (high-capacity line orders) classifying existing or planned railways (sections or sub-sections), including the necessary rail installations, as high-capacity lines, provided that they are of special significance to high-performance traffic with international connections or to local traffic.*

(2) Existing or planned railways may also be classified as parts of high-capacity sections if they do not have the properties referred to in section (1) but are directly connected to high-capacity sections and are needed for rational management of the railways or of rail traffic on high-capacity sections.

Railway infrastructure undertaking

Under section 1a of the Austrian Railway Act 1957, Federal Law Gazette no. 60/1957, as amended in Federal Law Gazette I no. 125/2006:

Section 1a. A railway infrastructure undertaking is a railway undertaking which serves to construct and operate and has powers of disposal over mainline and secondary line railways, with the exception of secondary line railways which are not networked to other mainline or secondary line railways.

Rail traffic undertakings

Under section 1b of the Austrian Railway Act 1957, Federal Law Gazette no. 60/1957, as amended in Federal Law Gazette I no. 125/2006:

Section 1b. A rail traffic undertaking is a railway undertaking that provides rail traffic services on the rail infrastructure of mainline or networked secondary line railways and traction services, including undertakings that only provide traction services and to which a traffic authorization, a traffic franchise or authorization or a licence tantamount to traffic authorization under section 41 is granted.

C.3. Abbreviations

CSI	Common Safety Indicator
ERA	European Railway Agency
LC	Level Crossing
MLN	10^6
BLN	10^9
NSA	National Safety Authorities
RS	Rolling Stock
RU/IM	Railway Undertaking/Infrastructure Manager
EIU	Railway infrastructure undertaking
EVU	Railway traffic undertaking
EisbG	Austrian Railway Act 1957
UUS	Accident Investigation Agency
ÖBB	Österreichische Bundesbahnen
DV	Instruction
DB	Guideline
PZB	Intermittent automatic train control

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ANNEX D: Important changes to laws and regulations

	Legal framework	Date entered into force	Grounds for adoption (details of new law or amendment to existing legislation)	Description
General legislation on safety in national rail transport	NONE			
Legislation relating to National Safety Authority	Austrian Railway Act 1957, Federal Law Gazette no. 60/1957, as amended in Federal Law Gazette I no. 125/2006	27 June 2006 (Amending Act)	Transposition of Community directives	Introduction of legal instruments transposing the Railway Safety Directive governing the operation of railways, the operation of rail vehicles on railways and traffic on railways: • statutory requirement to introduce safety management system (SMS) • certification of the safety management system by accredited body • safety certification required for access to mainline and networked secondary line railway track infrastructure • new rule requiring railway infrastructure undertakings to obtain safety authorization in order to operate their railways
Legislation relating to named agencies, evaluators, external registration authorities, investigations etc.	NONE			
National provisions on rail safety				
Provisions on national safety targets and methods	Austrian Railway Act 1957, Federal Law Gazette no. 60/1957, as amended in Federal Law Gazette. I no. 125/2006	27 June 2006 (Amending Act)	Transposition of Community directives	see description above
Provisions on requirements for safety management systems and safety certification of railway undertakings	Austrian Railway Act 1957, Federal Law Gazette no. 60/1957, as amended in Federal Law Gazette. I no. 125/2006	27 June 2006 (Amending Act)	Transposition of Community directives	see description above
Provisions on requirements for safety management systems and safety authorization of infrastructure managers	Austrian Railway Act 1957, Federal Law Gazette no. 60/1957, as amended in	27 June 2006 (Amending Act)	Transposition of Community directives	see description above

	Federal Law Gazette. I no. 125/2006			

	Legal framework	Date entered into force	Grounds for adoption (details of new law or amendment to existing legislation)	Description
Provisions on requirements for wagon owners	NONE			
Provisions on requirements for servicing companies	NONE			
Provisions on requirements for approval of commissioning and maintenance of new and substantially modified vehicles, including rules for exchanging vehicles between railway undertakings, registration systems and requirements for testing procedures				
Common operating provisions for the railway network, including provisions for signalling and traffic control system				
Provisions on requirements for additional internal operating regulations which must be issued by infrastructure managers and railway undertakings				
Provisions on requirements for staff entrusted with safety-related tasks, including selection criteria, medical aptitude, training and licensing				
Provisions on accident and malfunction investigations, including recommendations	Reporting Order, Austrian Railway Act 2006, Federal Law Gazette II 279/2006	28 July 2006	New order based on sections 19 (2a) and 52 (1) of the Austrian Railway Act 1957	Regulates form and content of reports on accidents and malfunctions in railway undertakings to National Accident Investigation Agency
Provisions on requirements for national safety indicators, including indicator recording and analysis				
Provisions on requirements for approval of commissioning of infrastructure (tracks, bridges, tunnels, power, ATC, radio, signals, interlocking, level crossings, platforms etc.)	NONE			

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ANNEX E: Development of safety certification and authorization – numerical data

E.1. Safety certification in accordance with Directive 2001/14/EC

Number of safety certifications issued in accordance with Directive 2001/14/EC for railway undertakings in 2006 (by railway infrastructure undertakings).	Issued in your Member State:	2 new issues 8 extensions
	Issued in another Member State:	

E.2 to E. 6

Not yet relevant for the 2006 reference year.